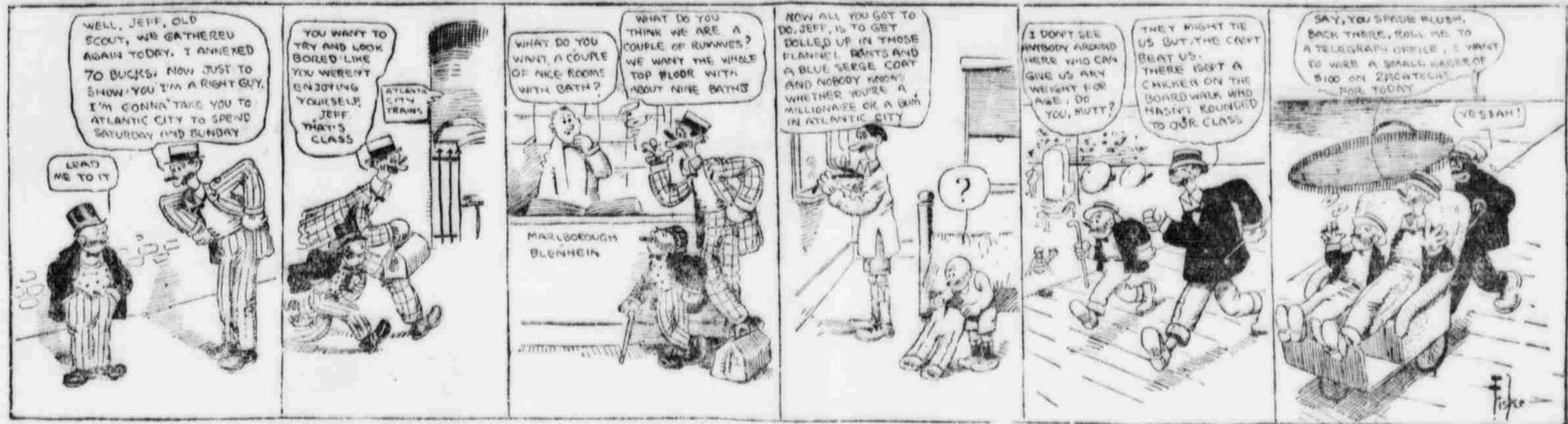


MUTT WINS A PIECE OF CHANGE AND TAKES JEFF TO ATLANTIC CITY.

BY H. B. MARTIN

The Economist  
"The Store That Satisfies"The Best Flannelette in Albuquerque at 10c  
We sell a better quality at this price than you can find in other stores. WE CAN SHOW YOUThe Economist  
"The Store That Satisfies"

## THE WANT AD SEES MORE PEOPLE IN ONE DAY THAN YOU CAN SEE IN A MONTH

## KEEPING FARMERS ON THE FARM

State Superintendent of Instruction in Kansas Provides Novel Methods to Make Life More Attractive

Special Correspondence to the Herald  
Kansas City, Mo., Sept. 11.—If the plan of the state superintendent of instruction for Kansas works out well, the movement from the farm to the city will cease to exist in Kansas. E. T. Fairchild, the state superintendent of instruction at Topeka, sees to his task now that will prevent farmers from leaving the farm. Kansas has had more than its share of trouble in this respect. Farmers who own farms after making enough to insure their living in comfort, have been moving to town in order to have more neighbors and better social advantages, also to give their children better educational equipment than they could give in the rural communities.

Governor Mills Returns From Las Vegas; Otero County Commissioners Visit Santa Fe in Interest of Good Roads

Smith Co., N. M., Sept. 11.—Governor Mills has returned from Las Vegas where he spent a couple of days.

Territorial Treasurer M. A. Dyer has received the following sums for the treasury: H. P. Ervin, treasurer of Rio Arriba county, \$3,000; Chris Rathe, treasurer of Taos county, \$5,164; Game and Fish Warden Thomas P. Gable, \$53.

Good Roads Meetings  
The county commissioners of Otero county were here Saturday afternoon to meet with the New Mexico road funds commission presided over by Governor Mills concerning road matters in Otero county. Governor Curtis attended the meeting and then went to Tucson, returning here Tuesday.Teachers Certified.  
The department of public instruction has issued certificates to the following teachers of Otero county: Mrs. Grade—Mrs. Murphy, May Palmer.

Second Grade—Addie Hollings, E. P. Funk, Mrs. Fannie Jones, F. B. Minton, Mary M. Moffett, Eva C. Morten, Leah Grace Nicolas, Vina Reddick, Mrs. E. Simmons, May Simmons, Laura Simms, Jessie Saxon, Lee Walker.

Third grade—Hilda Latham, Jo Nelson.

## Mr. Warner Wanted.

The insurance department of New Mexico has received a letter from the secretary of the Pioneer Life Insurance company with office at Farmington, asking for information of the whereabouts of F. L. Warner who, he says, is wanted on the charge of embezzlement. Any one who has enjoyed the pleasure of meeting Mr. Warner and knows his whereabouts will kindly wire the Pioneer Life Insurance company at Farmington, N. M., at the company's expense.

## Carry Shows a Loss.

Traveling Auditor John Journe has received the tax roll from Curry county for the year 1911 which shows a loss of \$249,527 compared with last year. The total assessment is \$1,639,562 compared with \$1,949,396 of 1910. The items of increase are few and include cattle, \$2,884; capital in manufacturing, \$1,000; bonus law and medical, \$1,457. The decrease includes the following: agricultural lands, \$26,855; town lots, \$48,159; improvements, \$49,073; horses, \$31,752; mules, \$12,149; merchandise, \$15,327; household goods, \$19,519.

As to the route to be chosen, that would probably be decided by weather conditions. Of course the shortest passage would be from New Scotland to Ireland, but to cover that route would necessitate flying over the less-herded north Atlantic and across the foggy stretch of sea east of the Canadian seaboard. So it is likely that the first crossing will cover a longer but more comfortable route, perhaps following the Gulf stream from New York or Boston to England.

At Last.  
The Swiss must now for airships fly by gravity. It looks as if they must install a bony.CURTISS AVIATOR  
WOULD FLY OVER  
THE OCEAN

Man Who Rescued Aviators in Lake Michigan Thinks New Hydro-Plane Makes Plan Feasible.

Hugh Robinson, Curtiss aviator who is at present making flights in Denver, in a statement recently given out at Denver claims that the Hydro-aeroplane has made possible the flight across the ocean from America to Europe.

It was Robinson, who, at the same Chicago aeroplane meet, twice flew to the rescue of aviators who had fallen into Lake Michigan.

His machine was nearly as speedy in the water as in the air and could do what was perfectly impossible.

Robinson has decided to make the attempt to fly across the Atlantic between the two nearest points, Europe who is now rich and an aeroplane manufacturer, will back him and his known invention.

I believe that flying across the Atlantic is now a mere matter of arranging details. We have aeroplanes that will fly as long as their fuel holds out and the Curtiss hydro-aeroplane that can skim the waves like a petrel. Flying across the ocean, then, becomes merely a matter of building a machine that can carry enough fuel to drive it across or of distributing a series of supply ships along the route to be covered.

Personally, I think that the cross ocean flight will first be accomplished by the latter method. But a hydro-aeroplane, perhaps some time more powerful than those now in use, will make the trip by flying from one to another of a number of "island" ships. Thus one man might make the trip by resting between flights on board the nurse ship, or the machine could be sent through without delay by relays of aviators, each man covering one stage.

Crossing thus by stages with periods of rest between will be a much easier thing to accomplish than to make the whole journey by flight uninterrupted only for lacking on fuel. I won't say that it will never be done in one flight without a pause, but for the present the question of fuel makes that out of the question.

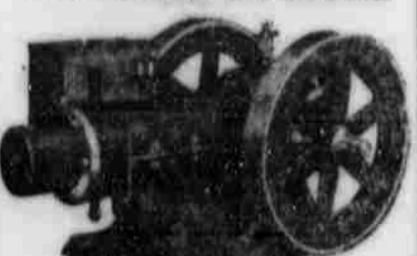
No aeroplane of the present type can carry enough fuel such as it now uses to carry it three thousand miles, but a hydro-aeroplane of the present type with a sufficiently strong and reliable motor might do it by taking on fuel at sea. It would needs be equipped to carry a crew of at least two men, however, such a pilot, so that there would be rotation in control to give the aviators time to rest. For this end it would take 20 or 24 hours to make the trip.

There isn't as much danger attached to an ocean flight as one would naturally expect. If the very worst comes and you have to take to the water, the hydro-aeroplane will bear you up almost indefinitely. For it rides the waves like a duck. It is exceptionally a "good sea boat."

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English Ask your Druggist for  
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Gasoline, Gasoline, Gasoline  
SOLD BY DRUGGISTS EVERYWHERECHICHESTER'S PILLS  
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A TELEGRAPH OFFICE. I WANT  
TO WRITE A SMALL LETTER OF  
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